2/14/2013 o:\2802004\t\0007357gn01.dgn(0N=1-29,31-33,36-43,45-55,57-63)) COUNTYPROJECT NUMBER USER:riggsk C:\GDOT\GDOTROAD\tables\Gplotborder-half.tbl FORSYTH CSSTP-0007-00(357) TRAFFIC SIGNAL GENERAL NOTES 12. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FT. BUT NO MORE THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF TYPE III (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED THAN 19 FT. CLEARANCE, FROM THE BOTTOM OF THE SIGNAL HEADS TO THE TOP NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. AT THE DISCRETION FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN OF ROAD SURFACE AND MINIMUM OF 8 FT. MEASURED HORIZONTALLY BETWEEN BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN LOCATION OF NEW SIGNAL POIFS. ARE ACCEPTABLE TO AVOID UNDERGROUND THE PLANS. FITHER CLASS I OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE. CENTERS OF SIGNAL FACES. AND AERIAL UTILITIES. MINUMUM CLEARANCES FROM EDGE OF PAVEMENT 13. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE TYPE IX (HIGH INTENSITY) FLUORESCENT YELLOW GREEN SHEET. DETECTORS SHALL HAVE SEPERATE LEAD-INS TO THE CONTROL CABINET. RETAINED AS SHOWN ON THE PLANS. CONDUCT TRAFFIC SIGNAL WALK-THRU REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (SI-I, MEETING FOR LOCATING ALL STRAIN POLES IN THE FIELD. NOTIFY ENGINEER ONLY ONE (I) PHASE PER LEAD-IN CABLE WILL BE ALLOWED. S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS. OF THE MEETING DATES AND TIMES BICYCLE CROSSING (WII-I) SIGNS. AND PEDESTRIAN CROSSING 14. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNAL DEVICES DURING (211-2 AND WIIA-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT SIGNAL AND/OR CONTROL SYSTEMS ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. POLE LOCATIONS REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD SHALL HAVE TYPE IX (HIGH INTENSITY) REFLECTIVE SHEETING THROUGHOUT INSTALLATION OF THE NEW SIGNAL EQUIPMENT. AT NO TIME SHALL BACKGROUNDS OF THE APPROPRIATE COLOR. THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE. NOTIFICATION OF REQUEST THE COST FOR THIS SHALL BE INCLUDED IN THE OVERALL BID. FOR INSPECTION MUST BE SENT IN WRITING TO DISTRICT SIGNAL TYPE IX (HIGH INTENSITY) FLORESCENT YELLOW REFLECTIVE ENGINEER AT "GEORGIA DEPARTMENT OF TRANSPORTATION, P.O. BOX SHEETING SHALL BE USED FOR ALL WARNING SIGNS. 15. SEE ALSO LEGEND AND NOTES ON SIGNAL PLAN SHEETS. 1057. GAINESVILLE. GA 30503-1057. ATTN: DISTRICT SIGNAL ENGINEER" A MINIMUM OF ONE WEEK PRIOR TO DATE OF INSPECTION. TYPE IX REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS UNLESS SPECIFIED OTHERWISE 16. THERE IS NO SUITABLE PLACE TO BURY THE EXISTING BRIDGE/CONSTRUCTION DEBRIS IN PLANS. EITHER CLASS I OR CLASS 2 ADHESIVE BACKING IS PERMISSABLE. WHEN REMOVED. EXISTING EQUIPMENT SHALL BE DELIVERED. UNLOADED AND WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY PLACED IN A DESIGNATED LOCATION BY THE CONTRACTOR. CONTACT DISTRICT APPROVED SITE TO DISPOSE OF THE EXISTING BRIDGE/CONSTRUCTION DEBRIS AT NO I TRAFFIC SIGNAL SHO<u>P AT (770)-532</u>-5580 FOR TIME AND LOCATION AT TYPE IX (HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED ADDITIONAL COST TO THE DEPARTMENT LEAST 24 HOURS PRIOR TO DELIVERY. FOR ALL RED SERIES SIGNS (R I-I, R I-2, R I-3A, R I-4A, R 5-I), WARNING AND OVERHEAD SIGNS 17. PAVEMENT MARKING ARE TO BE REMOVED BY HYDRO BLASTING. NO SEPERATE PAYMENT SHALL BE MADE FOR MARKING REMOVAL; THE COST FOR SHALL BE INCLUDED IN THE FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET. OVERALL BID. POLE DESIGN LOAD SHALL NOT BE EXCEEDED, INCLUDING ATTACHMENT OF NEW SPAN ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE WIRE PRIOR TO REMOVING OLD SPAN WIRE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. THE INSTALLATIONS SHALL BE CAPABLE OF "CLOSED LOOP" ISOLATED MONITORING OVER TELEPHONE LINES FROM EXISTING CENTRAL COMPUTER UTILITY OWNER GENERAL NOTES FOR SIGNING LOCATED AT THE LOCAL DOT DISTRICT OFFICE, TRAFFIC ENGINEERING SECTION. CLOSED LOOP SYSTEM DEMONSTRATION IS REQUIRED AT THE CENTRAL SITE, NOTED PRIOR TO FINAL ACCEPTANCE. GA TRANSMISSION CORP ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON SAWNEE EMC PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND/OR PROVIDED AS GENERAL GUIDELINES TO INSTALLER, ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE SPECIAL PROVISION. WINDSTREAM COMM REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIFS. SIGN ERECTION LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO CITY OF CUMMING MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL AGL RESOURCES THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY EXPENSE TO THE DEPARTMENT, ANY BARRIER WALL, FENCE, DITCH PAVING, THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, AT&T FROM THE OFFICE OF TRAFFIC OPERATIONS. LANDSCAPING. GRASSINGS. UTILITY SERVICE LINES. STORM DRAIN PIPES. MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, GA POWER DISTRIBUTION ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT THE HEIGHT OF 7 DUE TO CONTRACTOR'S ACTIVITY. FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN COMCAST OR ASSEMBLY.

NOTICE OF INTENT (NOI) IS NOT REQUIRED FOR THIS PROJECT. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR THE CONTRACTOR WILL, AS REQUESTED BY THE OWNER, BE REQUIRED TO REMOVE 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF ANY EXISTING SIGNS THAT ARE DUPLICATES OR ARE CONTRARY TO THESE SIGN THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN PLANS. NO SEPERATE PAYMENT WILL BE MADE FOR SIGN REMOVAL. REPLACE/RESET NON-MOUNTABLE CURB SECTION SHALL BE AT LEAST 2 FEET FROM THE CURB EXISTING SIGNS AND RETURN TO GOOD CONDITION OR REPLACE AS REQUIRED. FACE TO THE NEARER EDGE OF THE SIGN(S).

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